

Olympia, the Capital City

Concept

Design

Transportation

Facility Development

2



Concept

Enhancing the Star on the State's Map

Downtown Olympia's obvious proximity to the Capitol Campus and the image of Olympia as the state's capital city make it a natural choice for a major role in an evolving state government. The master plan envisions thriving urban centers in Olympia at which public and private enterprises complement and serve each other in settings that are both businesslike and inviting.

The Capital City concept accommodates new state offices in an urban context, pays close attention to the character and vitality of city streets and clearly defines open spaces. By contrast, campus expansion plans call for elimination of some existing city streets. The Capital City concept is an alternative to campus expansion which will preserve the fabric of the city.

The master plan for the Capital City concentrates new off-campus state office development and leased office space downtown, clustered around open spaces along Capitol Way. The plan has several goals: to improve linkages between downtown and the campus; to develop transportation improvements and policies which provide alternatives to single-occupancy vehicles; to preserve and enhance historical landmarks; and to avoid excessive development density on the Capitol Campus. This plan makes a strong and early commitment to the realization of the Capital City concept.

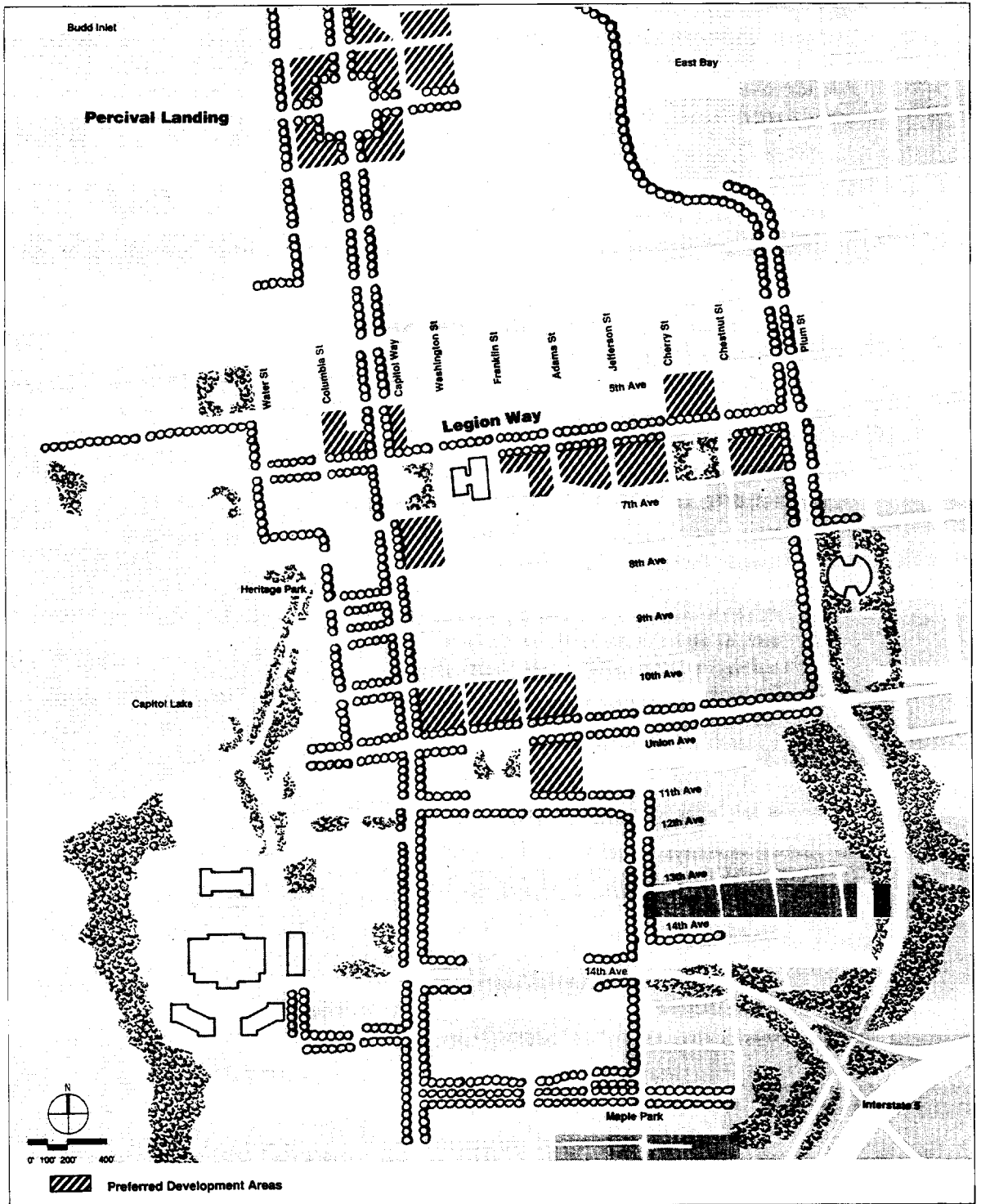
A follow-up master plan for off-campus facilities in Olympia must be developed in cooperation with the City of Olympia to ensure high-quality, efficient development and more detailed guidance.

Capitalizing on Proximity

Several government functions, identified in an analysis of the state's development needs, can benefit from Olympia's immediate proximity to the Capitol Campus and its convenient access to offices. Locating in Olympia increases the state's ability to capitalize on joint development opportunities with private interests and/or local government through shared parking structures, meeting rooms and management programs. In addition, Olympia offers access to leased space which can accommodate expanding agencies in the short-term.

Olympia plays an important role as the Capital City. Guidelines in the plan create linkages between the city and the campus while maintaining the identity of each. The City of Olympia has identified preferred development areas for new state offices. The master plan, in turn, clusters development around open spaces at these locations and links them to the campus by distinctively landscaped streets.

THE CAPITAL CITY CONCEPT



The plan proposes clustering state office development in Olympia.

Design

Design Guidelines

The guidelines for the Capital City give Olympia a sense of place distinct from the Capitol Campus. One of the goals of the master plan is to provide more linkages between the campus and Olympia, so some general design guidelines which relate to the Capital City have been presented in the Capitol Campus section. Consequently, this section presents only those guidelines which are unique to Olympia.

URBAN DESIGN GUIDELINES

- Locate new state office and visitor facilities in relation to public open spaces. Specific actions:
 - Cluster new state offices around public open spaces selectively located downtown and linked to the Capitol Campus.
 - Integrate cultural and visitor destinations along the Heritage Park, Percival Landing and Capitol Way corridors.

LANDSCAPE AND OPEN SPACE GUIDELINES

- Use landscape to unify state development in downtown Olympia and link development with the Capitol Campus. Specific actions:
 - Establish a distinctive character along Capitol Way by creating streetscape elements such as street trees, specialized paving, pedestrian-scale lighting fixtures and street furnishings which establish a consistent visual image.
 - Consider the opportunity for park development at specific locations in Olympia as a focus for new state office development.

BUILDING AND FACILITY GUIDELINES

- Locate new state offices to be consistent with existing retail and transit routes. Specific actions:
 - Maintain street-level retail or pedestrian-oriented uses on Capitol Way and Legion Way to ensure street vitality. Lease storefronts on ground floors to private retailers to augment the existing mix of retail uses.
 - Focus state office development along or near existing transit corridors, such as Capitol Way, Union Avenue and Legion Way.

Transportation

Transportation Guidelines

The transportation guidelines for the Capital City address the need to reduce dependency on single-occupancy vehicles. Guidelines also address parking and service access in a congested downtown area.

TRANSIT AND HIGH-OCCUPANCY VEHICLE GUIDELINES

- Encourage transit ridership and other alternatives to the single-occupancy vehicle. Specific actions:
 - Develop a transportation management program jointly with the city of Olympia and Intercity Transit.
 - Provide convenient parking and drop-off spots for high-occupancy vehicles, shuttles and transit.

BICYCLE CIRCULATION GUIDELINES

- Convert future rail abandonments to pedestrian and bicycle paths. While insufficient density makes local light rail unfeasible now, abandoned rail corridors should be preserved as potential links to a regional rapid-rail system along the Interstate 5 corridor.

PARKING GUIDELINES

- Develop a partnership with the City of Olympia to construct and manage shared downtown parking facilities. Specific actions:
 - Accommodate state office employees and visitors.
 - Incorporate street-level retailing and services, where appropriate.

SERVICE AND EMERGENCY VEHICLE GUIDELINES

- Incorporate off-street service areas and short-term curb loading zones for service vehicles.

Facility Development

Olympia Office Clusters

The following state office development clustered along or near Capitol Way provides the potential for more than 1.9 million square feet of new office space, exceeding the amount of space scheduled for downtown Olympia within the time frame of this master plan. However, the development clusters illustrate the potential for Olympia to accommodate growth beyond the 20-year timetable. This is essential, because the plan intends to limit the amount of new development at satellite centers in Tumwater and Lacey to a total of 4,000 to 5,000 state and private employees.

Olympia, as the Capital City, is by contrast viewed as an ongoing location for state office development. The clusters are listed below in order of development priority, beginning with the highest priority, and are shown on the Capital City Concept map.

CAPITOL WAY AND SYLVESTER PARK

This cluster concentrates state office development along Capitol Way and around Sylvester Park, giving greater emphasis to Capitol Way and the historical legacy of the Old Capitol Building. It will maximize views to the park and to the Old Capitol Building and link other development clusters along landscaped boulevards. Approximately 300,000 square feet of new state office space may be developed on about three acres.

CAPITOL WAY AND PERCIVAL LANDING

As a visual landmark and activity center at the northern end of Capitol Way, the Percival Landing area development enhances the role of Capitol Way as a boulevard connecting the Capitol Campus with downtown. A promenade will be created, connecting the Capitol Campus to Percival Landing. Development in this area also provides a tie to the harbor and Heritage Park, and supports restaurants, the Farmers Market and specialty retailing. Parking in the area should be shared with other uses which have strong weekend patronage. Buildings should be grouped to define major public spaces on Capitol Way, at the Farmers Market and at Percival Landing. Development at this location will support more than 500,000 square feet of new state offices on about nine acres.

CENTENNIAL PARK

Centennial Park, located near the northern boundary of the campus, allows easy pedestrian access to the campus. Union Avenue provides convenient access to the freeway. Development should be located on Capitol Way and clustered around Centennial Park and its focal point, the Daniel J. Evans Redwood. The park will be expanded to fill the block bounded by Washington and Franklin streets and Union and 11th avenues and includes one of the potential sites of the Washington State Capital Museum. Union Avenue will become a landscaped boulevard from the campus to Plum Street. Approximately 500,000 square feet of new state office space may be added on about six acres in this area.

LEGION WAY

The Legion Way area between Capitol Way and Plum Street is ideally situated for new state office development. Sylvester Park and the Old Capitol Building provide a focus for a development cluster at the western end of Legion Way. A new open space created near Plum Street at the eastern end of Legion Way might be the focus of another cluster. Easy access to the freeway is provided via Plum Street. Legion Way and Plum Street will be developed as landscaped boulevards. Approximately 600,000 square feet of new state office space may be built on approximately ten acres.

Proposed Facilities for Olympia

With the possible exception of the training complex, the following state facility development will be located within the preceding office clusters.

TRAINING COMPLEX

Locate a centralized training facility with meeting rooms at South Puget Sound Community College or in downtown Olympia. This facility would enable state-of-the-art methods and equipment to be used by multiple agencies.

GENERAL OFFICE BUILDING

Co-locate agencies which administer employee benefit programs in a modest-sized office building in Olympia. Co-locating activities would permit sharing of common facilities, such as meeting rooms, mail rooms and reception areas.

MULTI-AGENCY BUILDING

Co-locate smaller agencies which are currently scattered throughout the capital region in Olympia to permit sharing of common facilities and services.

SOCIAL AND HEALTH SERVICES BUILDING

Locate the majority of the Department of Social and Health Services in Olympia, close to the headquarters office building on campus, and near public transit and transportation routes.